

SAPC-24810
Copy / of 6

28 February 1958

MEMORANDUM FOR: Deputy Project Director

SUBJECT : SAPC-24610, dated 21 February 1958
"Trip Report to Los Angeles and Edwards
Air Force Base - [REDACTED]"

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I should like to call the subject report to your attention and in particular the issues raised in Paragraph 5 thereof. I should like to give you my reactions to these problems below:

5.a. Despite the fact that I believe we are all in agreement that the Air Force is a much more convenient place for married officers than for single, it may be that [REDACTED] have a point in complaining about the size of the monthly allowance for quarters and meals. Because the \$250 a month we pay them is subject to tax, reducing the net to about \$170, they have found it profitable to compare this lesser figure with the socialistic arrangement they enjoyed overseas where they received meals and quarters at no cost to themselves. Our contract with them guarantees quarters and meals at no cost to the individual.

RECOMMENDATION: I recommend that we adjust their quarters and meals allowance upward to \$300 a month for so long that they may be at Edwards AFB; effective date upon approval, not to be retroactive.

5.b. In connection with the personal equipment problem I would suggest that [REDACTED] be inserted into the act immediately upon his return from the ferrying operation at [REDACTED]

5.c. I understand from [REDACTED] that much of the problem set forth here concerns the general reaction of the contract pilots to [REDACTED]. They apparently feel that [REDACTED] is too busy to take an active interest in such piddling problems as the acquisition of Dalton computers and the like. I would recommend that if navigational items are not available through Air Force channels,

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we purchase them directly on the open market and send them to Edwards. I believe [REDACTED] may wish to check into the question of the whereabouts of the second pressure suits for [REDACTED].

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5.d. This paragraph brings up the continual question of the use of the T-33s for cross-country flying. Leaving aside the many quasi legal problems in having civilians flying aircraft, the title to which rests with the Air Force, I do think that it would be advisable if these pilots were able to maintain their cross-country and instrument proficiency in either the T-bird or the L-27. I am afraid that the reported use of the T-33s by base personnel, under grant of authority from [REDACTED] has merely aggravated the situation and highlighted their present plight. As a last resort I would even be willing to see us purchase commercial instrument and/or cross-country time for these pilots in an amount consistent with the maintenance of certain minimum Air Force standards for cross-country and instrument flying. I would hate to feel that if we someday had a Class 26 item in heavy weather, say at Eielson AFB, that this was due to the inability of the pilot to maintain his minimum in instrument weather. As it is now, the pilots say that they do not fly if there are more than three clouds in the sky at once. Assuming that, if some of our optimistic plans materialize, we will wish to use these same contract pilots as instructors in a successor activity, we should not ignore their professional skill levels.

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RECOMMENDATION: That we explore again the question of providing a specified number of instrument and cross-country hours for each contract pilot now at Edwards AFB in either the Project T-33s, the L-27 or commercially at the nearest available facility.

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[REDACTED]
Director of Administration
PS/DCI

JAC/sb (26 Feb 53)

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